

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): An elevator, comprising:

a passenger car having a tail cord extending therefrom, the tail cord being formed of a flat cable;

an elevating space defined so as to encompass the passenger car thereby allowing the passenger car to move up and down therein;

a tail-cord duct adjoining the elevating space, the tail-cord duct having a tail-cord flexure space formed therein to extend along the elevating space in a vertical direction thereof, the tail-cord flexure space accommodating the tail cord therein so that the tail cord extends from its free end on the side of the passenger car up to a duct's side suspending position for suspending the tail cord in a U-shaped manner, the tail-cord duct having an opening formed to extend along and open to the elevating space in a vertical direction;
[[and]]

an arm part fixed to the passenger car so as to project therefrom toward the tail-cord duct, the arm part having its leading end positioned in the tail-cord duct, the arm part having a through-hole in the opening of the tail-cord duct; and

a governor rope arranged in the opening of the tail-cord duct so as to extend along the elevating space, the governor rope passing through the through-hole of the arm part,

wherein, in plan view of the elevator, the leading end of the arm part is shifted from the opening of the tail-cord duct in a duct-width direction connecting one plan position of the duct's side suspending position with another plan position of the free end of the tail cord, and the free end of the tail cord is carried by the leading end of the arm part.

Claim 2 (Original): The elevator as claimed in claim 1, wherein

the opening is arranged apart from one end of the tail-cord duct on the opposite side of the duct's side suspending position in the duct-width direction and also arranged close to the center of the tail-cord duct in the duct-width direction, and

the arm part in the tail-cord duct is bent toward either one of both ends of the tail-cord duct in the duct-width direction.

Claim 3 (Withdrawn): The elevator as claimed in claim 1, wherein

the opening is arranged on the side of one end of the tail-cord duct on the opposite side of the duct's side suspending position in the duct-width direction, and

a portion of the arm part entering the tail-cord duct is bent toward the duct's side suspending position in the duct-width direction.

Claim 4 (Withdrawn): The elevator as claimed in claim 1, wherein

the tail-cord duct is provided, in the vicinity of the opening, with a windshield wall, and

the windshield wall is formed so as to project toward the inside of the tail-cord duct while extending vertically along one side of the opening on the side of the duct's side suspending position in the duct-width direction.

Claim 5 (Original): The elevator as claimed in claim 1, wherein the opening is provided with brushes which extend in a direction to narrow an opening width of the opening.

Claims 6-7 (Canceled).

Claim 8 (Original): The elevator as claimed in claim 1, wherein a wall part of the tail-cord duct is provided, on its opposing faces defining the opening, with absorbing members.

Claim 9 (Currently Amended): An elevator comprising:

a passenger car;

a transmission line for transmitting signals to move the passenger car up and down,
the transmission line being formed of a flat cable; and

a supporting member arranged so as to project from the passenger car, the supporting member allowing the transmission line to be suspended therefrom in the vicinity of a leading end of the supporting member, thereby supporting the transmission line, the supporting member having a through-hole; and

a governor rope arranged so as to pass through the through-hole,

wherein the supporting member has its leading side arranged to extend into a designated space through an opening formed in a structure for supporting the passenger car, and in plan view,

a position for suspending the transmission line is deviated from a first area interposed between inner walls on both sides of the opening and a second area obtained by extending the first area along the supporting member, and

the governor rope and the through-hole are arranged in the opening formed in the structure for supporting the passenger car.

Claim 10 (Currently Amended): An elevator comprising:

a passenger car;

a transmission line for transmitting signals to move the passenger car up and down,
the transmission line being formed of a flat cable; and

a supporting member arranged so as to project from the passenger car, the supporting member allowing the transmission line to be suspended therefrom in the vicinity of a leading end of the supporting member, thereby supporting the transmission line, the supporting member having a through-hole; and

a governor rope arranged so as to pass through the through-hole,

wherein the supporting member has its leading side arranged to extend into a designated space through an opening formed in a structure for supporting the passenger car, and in view from the passenger car,

the leading end of the supporting member is positioned on the back side of a wall part forming the structure, and

the governor rope and the through-hole are arranged in the opening formed in the structure for supporting the passenger car.

Claim 11 (Original): The elevator as claimed in claim 10, wherein the wall part defining the designated space is substantial C-shaped or L-shaped in plan view.

Claim 12 (Original): The elevator as claimed in claim 9 or 10, wherein opposing parts defining the opening are shaped to be plane.

Claim 13 (Original): The elevator as claimed in claim 9 or 10, wherein the supporting member is provided, at its leading end, with an auxiliary supporting member which extends in a different direction from the extending direction of the supporting member, for supporting the transmission line, and

the transmission line is suspended from the auxiliary supporting member.

Claim 14 (Original): The elevator as claimed in claim 9 or 10, wherein the supporting member projects in a direction substantially perpendicular to an exterior surface of the passenger car.

Claim 15 (Canceled).

Claim 16 (Original): The elevator as claimed in claim 9 or 10, wherein the passenger car is arranged outside the structure thereby moving up and down outside the structure.

Claim 17 (Original): The elevator as claimed in claim 9 or 10, wherein only the transmission line is hidden by the structure.

Claim 18 (Original): The elevator as claimed in claim 13, wherein the supporting member is longer than the auxiliary supporting member.

Claim 19 (Original): The elevator as claimed in claim 9 or 10, wherein the transmission line is in the form of a tape.

Claim 20 (Original): The elevator as claimed in claim 13, wherein the transmission line suspended from the supporting member or the auxiliary supporting member is arranged outside both an elevating space for the passenger car and an extension area of the elevating space in the vertical direction.

Claim 21 (Original): The elevator as claimed in claim 9 or 10, wherein the transmission line is adapted so as to transmit and receive designated signals to and from a control unit for controlling the elevating movement of the passenger car.

Claim 22 (Original): The elevator as claimed in claim 9 or 10, wherein the opening and the designated space are together formed along the elevating direction of the passenger car.

Claim 23 (Original): The elevator as claimed in claim 9 or 10, wherein the transmission line is suspended from one side of the supporting member and subsequently raised toward the upper part of the designated space.

Claim 24 (Original): The elevator as claimed in claim 9 or 10, wherein the supporting member or the auxiliary supporting member is a hollow member.

Claim 25 (Withdrawn-Currently Amended): An elevator comprising:
a passenger car;
a transmission line for transmitting signals to move the passenger car up and down,
the transmission line being formed of a flat cable; and
a supporting member arranged so as to project from the passenger car, the supporting member allowing the transmission line to be suspended therefrom in the vicinity of a leading end of the supporting member, thereby supporting the transmission line, the supporting member having a through-hole; and
a governor rope arranged so as to pass through the through-hole,

wherein the supporting member has its leading side arranged to extend into a designated space through an opening formed in a structure for supporting the passenger car, the supporting member is arranged to extend obliquely in plan view, and the leading end of the supporting member is positioned on the backside of a wall part forming the opening of the structure in view from the passenger car toward the designate space, and the governor rope and the through-hole are arranged in the opening formed in the structure for supporting the passenger car.